Coming to communications, the Member submitted that the great waterways afforded facilities only to the places situated near them. The eastern portions of the taluk were at a disadvantage in this respect. The Member urged the improvement of the following roads:—

(i) The Puduseri-Pudupalli road. It connected the Kottayam-Kumili road at the 4th mile with the Pudupalli road at the 3rd mile and would open up a vast area of good cherical land, and could be repaired and made cartable at a small cost.

(ii) The Mannarkad-Kidangur road and its branch to Tiruvanchur. It served about 30 *karas*, but it was cartable only to some distance, as there were breaches in several places. A bund should be constructed at the 2nd mile and the road made cartable. Two bridges should also be constructed on the branch to Tiruvanchur.

(iii) The Kumarakam road. Although certain repairs had been done, the road had not been made sufficiently useable. It should be connected with the Vetchur road as it would shorten the distance to Vaikam. Journeys from Kottayam to Vaikam had now to be made *via* Ettumanur, the distance being 28 miles. The connection referred to would make it only 12 miles.

(iv) The Vennimala road which branched off at the Tenganal road and stopped at Vennimala. An extension of about 2 furlongs would join it with the Kottayam-Kumili road at the 8th mile and would prove a short cut to Peermade from Changanacherry saving about 10 miles. It would be of great help to the eastern pakuthies of Kottayam and the whole of Peermade, as it would furnish a convenient landing place for the produce of the places to be sent to Cochin and Alleppey.

(v) The Aimanam-Parippu road. It was still incomplete and unfit for traffic. A branch of that road should be constructed from Kodagampady to Kallumkalthara which was a rich and populous village. It would afford considerable facilities for traffic with Kottayam. The Parippu road also required certain repairs.

Lastly, the Member referred to the necessity for constructing a bridge at the Illikal crossing and repairing the Nagampadam bridge which was in a dangerous condition.

*Dewan's reply.*—In regard to the construction of culverts on the Kodimatha *chira*, I am going to Kottayam soon and shall inspect the place. As for the improvement of Mannarkad-Kidangur road, I may say that there is no allotment for it in the budget. Only an estimate for Rs. 12,000 has been sanctioned. The Chief Engineer says that he will revise the estimate. For the Illikkal bridge an estimate has, I understand, been prepared. The repairs to Aimanam-Parippu road will take some time to consolidate. The question of extending it to Kallumkalthara will be investigated. With reference to the representation about repairs to Nagampadam bridge, I shall inspect it when I come to Kottayam and then see what could be done.

**76. Desirability of constructing a canal from the western end of the Wadai canal at Alleppey to Kunjithai and connecting the several bars, as also gravelling the road from Alleppey to Shertallay.**

***Mr. Vinamsy Thomas*** (Member, Shertallay Taluk) thanked the Government for ordering the construction of the Shertallay Alleppey canal, but observed that the thickly populated portion of the taluk lay about a mile and a half from the line of the canal, that the people living on the eastern side could utilise the lake for the transport of their copra and coir which formed their chief articles of export, while those living on the western side had no such facilities, and that it was therefore very necessary that a canal should be constructed from the western end of the Wadai canal to Kunjithai connecting the several bars. The cost would not be much as, on account of the bars, only a fourth of the length had actually to be cut and the work could be taken in hand along with the main canal. He also urged the opening of three cross canals, one connecting Ariyad and Kattoor chowkey, another Mukammal and



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Mararikulam, and the third Shertallay and Aruthungal. His next request was for the metalling of the road from Alleppey to Shertallay so as to afford greater facilities for traffic which was now impeded on account of the sandy nature of the road.

**71. Shertallay Alleppey canal and cross roads.**

*Mr. N. R. Krishnan* (Member, Nominated) spoke on the importance of the taluk in point of revenue and its backwardness in the matter of communications and, after referring to the previous history of the Alleppey Canal scheme, thanked the Government for the prompt action taken by them in sanctioning the commencement of the work of the canal which was abandoned some time ago. He said that the proposed canal covered a distance of only 12 miles, that the northern portion of the taluk was thickly populated and all the articles for the Shertallay market had to come from that side, and that on account of the sandy nature of the tract considerable difficulties were experienced by the people. He therefore suggested the opening of a road from Shertallay to Arur, a distance of 14 miles, some portions of which had already been constructed by the people. No bridges and culverts were necessary and it was enough if the road was metalled. He also requested the urgent improvement of the town roads and said that though a portion was completed it was still unfit for traffic.

*Dewan's reply.*—Two gentlemen have spoken about roads in the Shertallay taluk. Roads in Shertallay are very costly as the Members themselves know, the place being so sandy. A good deal of money has been spent for repairs to roads in the town of Shertallay and for the road from Tannirmukkam to Shertallay. As for a road from Shertallay to Alleppey, when the Alleppey-Shertallay canal is constructed, there will be a road running along its bank. I am aware that other roads are necessary, but these works are so costly that Government have decided that the canal must be taken up and completed first and a lakh of rupees has been ear-marked for the purpose. An estimate has been sanctioned for Rs. 37,800. The people have been asked to say whether they consent to give lands free. I believe that arrangements have been made for starting the work at either end. Let us push through that work, and, when that is done, it would be possible to take up other works.

**72. Means of communication in the Vaikam Taluk.**

*Mr. Ouseph Chacko* (Member, Vaikam Taluk) first represented the need for the conversion into cart roads of the lanes from Vaikam to Muthedathukavu and Tirumanivenkatapuram and the improvement of the lanes running north from Cherikal Kottaram and thence going westwards along Kalpakaseri. He then referred to the provision of bridges across the Perumthodu, and the widening of the Pazuhthavalli *thodu* which served to connect the Kaniyan *thodu* and the Vembanad lake. He next dwelt at length on the desirability of connecting the Vaikam-Vetchur road with the Kottayam-Kumarakam road. At present people had to take the road from Kottayam to Vaikam *via* Ettumanur and Kaduthuruthi which convered a length of 25 miles. There was a village road 6 miles long from Vaikam to Vetchur, the distance from which to Kumarakam was only 4 miles; and if a road were constructed for those 4 miles, the distance from Vaikam to Kottayam would be reduced to 12 miles. Further, Vetchur and Kumarakam were important centres and the country being level country, a road could be constructed without great cost and it would be a very useful work. Lastly, the Member prayed that the Kaniyan *thodu* might be improved and made navigable.

*Dewan's reply.*—The representations will be considered.

**73. Construction of a bridge on the Todupuzha river near the Cutcherry landing.**

*Mr. Perumal Pillai Aiyappan Pillai* (Member, Todupuzha Taluk) represented the necessity for c nstructing a bridge on the Todupuzha river near the cutcherry landing.

*Dewan.*—In regard to the bridge, an estimate is under preparation. Arrangements will be made for sanctioning the estimate and having the bridge carried out at an early date.

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